

The Write Line

~ June 2023 ~



Smallbore grid at Mirror Khana (Jan Gerber Photo)

The official newsletter of the Salina Region SCCA

Regional Executive Views

Now that's what I am talking about! Actually, everyone was talking about Mirror Khana after the event. It was such a fun time and a different event, who didn't like it?

It was the first time I had done it and fortunately I made it further than I thought in the bracket as well. It is a different type of adrenaline driving the course when you see the other driver's car on course as well. It distracts you just enough that you might lose concentration and ultimately lose the run. Don't just take my word for it, ask anyone and they will make sure themselves and you will be attending the next Mirror Khana.

Now it might seem like Salina Region has a month break from events, but we still have two points events in July at the Sunflower Solo Showdowns in Topeka (July 2) and Yoder (July 9). Topeka's is at the Stormont Vail events Center near downtown; Yoder's at the Road Yoder Solo Site (Google it).

It is always great to visit the other Regions in Kansas to experience different courses. It's only halfway through the season, so make sure to attend the rest of the events in Salina as well.

The Sunflower Solo Showdown began several years ago as a friendly challenge event between Salina and Wichita Regions. A few years later Kansas Region

joined in to make it a three-event bash. The idea is members of each region score points which are credited to their Region of Record.

It also comes at a convenient time for Salina Region, since locally the many Jersey barriers placed at the Berkley Family Recreation Area for the Lead Sled Spectacular in late July effectively prevents us from using our site. We'll get it back in time for our Sunflower round Aug. 13.

Now that I have your attention. Salina Region's Past RE, Monte Rans, always spoke about trying to get people to become a board member. Now is your time, even though elections and voting are not for a while. Even if being on the board might scare or deter you in any way, even coming early to see how things get set up or give a hand to pack up the trailer is how I started. I might sound like a broken record, but it took 2 years of hearing it from Monte before I decided to take the leap. The more people that have each other's back, the less likely of things being forgotten or missed which makes for a smoother and more fun event for everyone.

On that note, my oldest son is now a freshman and will be driving soon. My youngest son is playing baseball and my daughter will be going to preschool. Everyone has to balance their life and I understand it can get hard. All we can do is try our best and hopefully things will fall into place as they may.

Have a great and safe Fourth of July. Thanks

—Andlee, RE Salina Region

► Next Events ◀

Sunflower Solo Showdown

July 2 - Stormont Vail Events Center, Topeka

July 9 - Road Yoder Solo Site, Yoder

Both weekends are two-day events. Only Sunday scores for Salina Region points.

Pre-register on MotorsportsReg.com ~ link at salinascca.org

Next Business Meeting

Sunday, Aug. 13
After the event

Location: TBA

*Business meetings are
open to all members.*



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Salina Region Schedule ~ 2023

All events at Berkley Family Recreational Area unless noted otherwise

Event

Jul 2 – Solo #8 – Sunflower Showdown @ Topeka
Jul 9 – Solo #9 – Sunflower Showdown @ Yoder
Aug 13 – Solo #10 – Sunflower Showdown @ Salina
Sep 10 – Solo #11
Oct 15 – Solo #12 – Octoberfast 34
Nov 5 – Solo #13

Chair

Kansas Region
Wichita Region
Andlee Phengphachanh
Abner Perney
Salina Region Board
Kale Morris

A Salina Divisional (if held) and Solo Nationals (Sep. 4-8, 2023) also score in Salina Region's Championship, with bonus points. Lowest three scores are thrown out, four if we do a Divisional

MiDiv



SPS/R&S MiDiv Solo Series – 2023

~~Apr 29-30 – Kansas City @ Independence (Metro CC Driving Center)~~

~~May 13-14 – NeOkla @ Muskogee (Davis Field)~~

~~June 3-4 – Salina @ Salina (Berkley Family Rec Area)~~

July 8-9 – Wichita @ Yoder (Road Yoder Solo Site)

Aug 5-6 – Nebraska @ Lincoln (Lincoln Airpark)

SCCA Solo Nationals ~ Sep. 4-8, 2023 ~ Lincoln, NE

MEETING MINUTES

(Subject to correction and approval at the next Salina Region board meeting)

The Board of Directors meeting for Salina SCCA was conducted via Zoom and called to order on May 20 by R.E. Andlee Phengphachanh. Also attending were Sharon Brillhart, Chandler Brown, Rocky Entriken, Justin Gagna, Artt Mann, Monte Rans, and Dennis and Nancy Smith. Rocky and Chandler joined in late.

Minutes – were not presented.

Treasurers Report – Sharon presented the report, Artt moved to approve, Dennis seconded, passed unanimously.

Old Business -- MiDiv timing problems were addressed with MotorsportReg not assigning a number to the driver to transfer over into Axware, the timing program. A process has been put into place so there will not be future problems.

The last box of new cones is officially in the trailer and in use. Dennis will be looking into the previous vendor to try to purchase more.

New Business – The Divisional Solo Championship event was discussed. Our first one since 2020. Generally agreed it was a successful event. 62 drivers competing including 24 from Salina Region.

Nancy discussed the registration process.

Dennis noted the painting at the site had been completed. He and Chandler did all the yellow Mirror Khana boxes while Kale Morris did all the eastside grid numbers after the May 12 event. Thanks were offered to Rocky and his wife Sandy, who completed the westside grid numbers on May 31 in time for the Divisional Solo Championship event.

Sharon confirmed the Divisional Solo trophy fund payment had been sent.

The board agreed we should do a Mirror Khana again next year. It would be Mirror Khana XLII. Doing it on a different date than mid-June was discussed.

Installing a fan in the trailer for hot days was discussed.

Making Octoberfast (Oct. 15) a more social event was discussed, including providing hot dogs and chips at the lunch break.

Next Meeting – Andlee expressed a desire to return to face-to-face meetings, also hopeful other members would attend. Next meeting Aug. 13 after the event. Site TBA (possibly Mokas).

Submitted: Andlee Phengphachanh and Rocky Entriken.



CLUB SPEC: ONE SIZE FITS ALL

From SCCA.com

Imagine, if you will, a vehicle that can be built once, then driven competitively in different Sports Car Club of America competition types without further modification – and then driven on the street to and from events, or even to work. Impossible, you say?

This is no pipe dream – this is the Club Spec concept.

Built on the success of **Solo Spec Coupe**, Club Spec is an idea that would introduce a series of spec classes over the next few years that do everything SCCA does. One class would perhaps be based on a roadster with another on a muscle car, with each Club Spec car utilizing a designated performance kit and optional safety items that would allow enthusiasts to participate competitively in any SCCA program.

Want to be competitive in SCCA Autocross and at Tire Rack SCCA Time Trials National Tour Powered by Hagerty events, while also having a car built to withstand SCCA RallyCross, can turn every lap of every session of a Track Night in America Driven by Tire Rack event, is capable of climbing mountains in SCCA HillClimbs, and will run without fault at RoadRallies? Club Spec can deliver.

As more members push toward participating in multiple disciplines, the concept of “one car for all the things” is not only gaining momentum, it’s a necessity.

“Long gone are the days where every member picks their competition type and stays there forever,” explains SCCA’s Senior Director of Rally/Solo and Experiential Programs Heyward Wagner. “Yes, we do have members who autocross or road race and have no interest in trying out other forms of participation within the SCCA – and that’s great. But at the same time, the club has more and more members looking for a one-size-fits-all vehicle that can be competitive and fun no matter the venue, allowing them to autocross one weekend, run a Time Trials event the next, and be competitive in both.”

The Definition of Fun

The way SCCA competition is structured, participation in multiple aspects of the Club in one vehicle is possible; being competitive everywhere isn’t guaranteed. The Club Spec concept takes participation and competitiveness and mashes them into one fun and relatively affordable package.

“Club Spec is in the early stages of development, meaning we’re considering which car or cars would best complete the goal of ‘one car for all the things,’” Wagner says. “We know that a roadster doesn’t fit into everyone’s lives, and not everyone wants to drive a sedan. Some people may want to drive something newer and more expensive than others are able to. So, we really want to understand buying preferences



and interest first, and then we can work with SCCA program boards and our partners to come up with options that are both realistic and exciting.”

Fun is the primary tenet of Club Spec, but so are tuning allowances that are easy to understand and implement, with no loopholes in the rules. Club

Spec also eliminates the “car of the year” problem that plagues certain competition classes. Club Spec allows members to buy once and compete for years.

It’s important to note that Club Spec may eventually involve wheel-to-wheel racing, but it would (at least initially) target SCCA events that do not require an SCCA Full Competition License. In the event that Club Spec cars are classed in Summit Racing Equipment SCCA Road Racing’s wheel-to-wheel series, a full roll cage would not be required for the likes of autocross, track days, RallyCross, and so on.

Where Do We Go From Here?

Sounds good, right? So where is Club Spec? Much of it is in *your* brain.

Club Spec is in its infancy, and to grow the concept, SCCA needs your help. What we do know is that Club Spec should initially target competitive classing in National Time Trials competition and SCCA Autocross as a supplemental class. From there, Club Spec will hopefully advance into RallyCross and SCCA HillClimb, incorporating Track Night and RoadRally from day one due to the incredibly welcoming nature of those programs.

To reach Club Spec as an SCCA-wide initiative, the Club needs your help. SCCA is looking for input on a variety of topics, including which car or cars should be included in Club Spec and whether 200TW street tires offer an acceptable performance level.

How do you tell us this information? There’s a survey!

I’m Pumped! When Does This Roll?

The survey will gauge interest in the concept, largely steering Club Spec’s timeline.

SCCA’s drive is to maintain momentum on Club Spec, with the results of the survey – and a gameplan – shared around the time of the 2023 Tire Rack SCCA Solo National Championships. Should the response be overwhelmingly positive, Club Spec’s launch could involve as many as two classes introduced in National Time Trials and SCCA Autocross (as supplemental classes) in 2024, expanding in 2025 and beyond.

All of that largely depends on you and the results of the survey – so **take the survey**.

Find it at:

<https://www.surveymonkey.com/r/QGNKLWX>.

Solo Performance Specialties/R&S Racing Midwest Division Solo Series

Rounds #5 & #6 -- June 3-4, 2023

Salina Region -- Berkley Family Recreation Area -- Salina, KS

June has been quite the month for Salina Region SCCA. We start with a round of the MiDiv Solo Series, our first time doing one since 2020 (although we helped Kansas Region do one here last year after they lost their site). And then two weeks later we put on a Mirror Khana for the first time since 2018 (See Pages 8-9).

Chandler Brown set up a pair of competitive courses for the event, with a start out of the diagonal to a big circle into the opening slalom. We had 43 drivers on Saturday and 59 on Sunday – 62 total – including a nice turnout from the home region with 24 of us competing. In all, seven of MiDiv's 14 regions were represented.

Surprisingly for a Divisional championship, there were not that many closely contested classes. Only one class was decided by less than one second on Saturday, and two on Sunday. Perhaps this was because of the presence of such MiDiv heavy hitters as Ron Williams, Russell and Laney Blume, Dan Rowland, Eric Hunter, Chase Cook and Riley Heaton. But what's that line? To be the best you gotta beat the best!

Saturday

On Saturday the fight for FTD was tighter than any of the class battles. Only four drivers got into the 60 sec range. Jonathan Griffith's XA Mazda RX8 was the first one there with a 60.5 on his first run., but it would take him three more tries to find it again.

Ron Williams' DS Type R, after a first-run DNF, ran off 60s on his last three runs and he needed all three to top the list – a 60.6 on his third try, 60.4+1 on his fourth, and finally a 60.118 on his final which also won him Top PAX. Chase Cook, CAMS Corvette, found a 60.3 on his final run to finish just 0.209 behind Williams. Griffith ended up third-quick ahead of Patrick Darling's CAMT Camaro at 60.9.

The closest single-class battle ended up in E Street where Theresa Walton had allowed Bob Seelig from NeOkla Region to share her car . Both were ripping off 64-sec runs but also collecting cones. Seelig had 2, Walton had 7 but closed

with a clean 63.904, winning the class by 0.892 sec.

Walton didn't quite catch Fast Lady, though, conceding that prize to Laney Blume's 63.598, 0.306 quicker. It might've been more. Blume set that time on her second run, then DNF'd her third and coned a pair of 62s.

Sunday

With 19 Sunday-only drivers showing up for the second day of competition, including the whole Heaton family from Nebraska, the competition picture changed considerably. The Sunday course was, on average, about 2 sec quicker, but only four drivers were able to go quicker than 60 sec.

Top of the heap was young Riley Heaton, who only had one clean run in his STS Miata but that one (his 3rd try) was 56.909. Otherwise he had 7 pylons and a DNF. But his crown-or-cone approach won him both FTD and Top PAX. Nobody else even found a 57. Next-quick was Williams 58.0, 1.105 sec behind Heaton. The only others to break 60 sec were Dan Rowland's SSC Scion at 58.6, and Patrick Darling at 59.3.

The tightest class was, again, E Street, but the story was oddly inverted. This time it was Seelig ahead of Walton. She led the class for the first two runs. Seelig briefly took the lead on his third run at 61.9 but Walton immediately answered with 61.8. Run four, he hit a cone, she hit five of them. On final runs Seelig clocked a 61.629. Walton brought home a 61.175 but it carried a pylon. Seelig's victory margin was 0.231 sec – but Walton won the two-day trophy by 0.661 sec. She also

won Fast Lady for the day, outrunning Julie Heaton (SSCL Subaru BRZ) by 0.790 sec., with Laney Blume another tenth back.

In A Street, Frank Wietharn arrived to give Saturday winner Mason Libby a closer fight. Over their five runs, Libby knocked his times down 3.3 sec, while Wietharn took his down 4.9 sec. Nonetheless, round by round, Libby held a lead that eventually won the class by 0.612 sec.



Solo Performance Specialties/R&S Racing Midwest Division Solo Series
Round #5 -- Saturday, June 3, 2023
Salina Region -- Berkley Family Recreation Area -- Salina, KS
Final Results

Class	Driver	No.	Car	Region	Run 1	Run 2	Run 3	Run 4	Run 5	Best	
SS	• Mark Alft	85	2016 Corvette Z06	Wich	69.877+1	68.512	68.579	68.571	68.111	68.111	
SSL	• Jean Alft	85	2016 Corvette Z06	Wich	D.N.F.	D.N.F.	73.616	75.252	77.123+1	73.616	
AS	• Mason Libby	62	2008 Saturn Sky Redline	Sal	70.488	66.112	64.873	65.833	64.056	64.056	
AS	Phelan Gagnon	6	2013 Corvette	Sal	D.N.F.	70.025	D.N.F.	69.419	67.867	67.867	
CS	• Chandler Brown	19	1998 BMW M Roadster	Sal	70.430+1	68.984+1	68.360	68.562	67.432	67.432	
DS	• Ron Williams	97	2017 Honda Civic Type R	Kan	D.N.F.	61.262	60.690	60.452+1	60.118	60.118	FTD/PAX
DS	David Thorne	64	2018 BMW 330i	Wich	92.184	73.312+1	74.444	73.640	74.003+1	73.640	
ES	• Theresa Walton	199	1999 Mazda Miata	Sal	65.155+2	64.021+1	64.871	64.771+4	63.904	63.904	
ES	• Robert Seelig	99	1999 Mazda Miata	NeOk	67.353	64.796	64.602+1	64.163+1	D.N.S.	64.796	
ES	Henry Brillhart	48	1999 Mazda Miata	Wich	70.101+2	68.760	D.N.F.	D.N.F.	67.218	67.218	
ES	Rocky Entriiken	4	1999 Mazda Miata	Sal	70.093	67.645+1	67.912+2	67.581	67.207+1	67.581	
ESL	• Sharon Brillhart	28	2003 Toyota MR2	Wich	86.849+1	70.070	69.019+2	70.006	68.273	68.273	
FS	• R.Abner Perney	5	2005 Nissan 350Z	Sal	71.468+2	76.139+1	D.N.F.	73.788	71.898	71.898	
FS	Colton Johnson	28	2019 Mustang GT	—	82.070	79.944	78.532	75.809	75.611	75.611	
FS	Justin Landon	76	2006 Pontiac GTO	—	84.624	78.219	78.439	79.403	79.303	78.219	
HS	• Russell Blume	97	2012 Mini Cooper	Kan	64.459	63.193	62.750	62.234	62.286+1	62.234	
HS	Gabriel Roche	09	2008 Honda Civic	Sal	84.184	75.072	77.597	77.304	75.353	75.072	
HSL	• Laney Blume	97	2012 Mini Cooper	Kan	63.635	63.598	D.N.F.	62.659+1	62.735+1	63.598	FL
SSC	• Daniel Rowland	187	2013 Scion FR-S	KC	63.030	63.709	63.109	62.261	61.810	61.810	
SSC	James Green	99	2015 Subaru BRZ	Neb	64.869+1	64.751	65.252+1	64.403	64.678	64.403	
SSCL	• Marcia Haynes	99	2015 Subaru BRZ	Neb	D.N.F.	71.658	D.N.F.	D.N.F.	68.063	68.063	
STU	• Eric Hunter	77	2016 Audi S3	NeOk	61.719	63.624+1	63.322	62.206	62.314	62.206	
STU	Andlee Phengphachanh	23	1988 Toyota Celica AllTrac	Sal	D.N.F.	68.923	69.612	68.373	67.761+1	68.373	
STR	• Luke Scott	12	2002 Mazda Miata	Wich	65.702+1	65.666	65.221	D.N.S.	D.N.S.	65.322	
STR	Bill Burnham	66	1995 Mazda Miata	Ark	72.361	70.281	69.654+1	69.512+3	70.335+1	70.281	
STX	• Addison Bell	43	2005 Mazda RX8	Kan	70.374+1	69.115	68.210	67.915	67.646+2	67.915	
STS	• Blake McIntyre	20	2010 Honda Fit	KC	65.870	65.873+3	65.768+1	65.516	65.151+3	65.516	
STS	Jason Rash	13	2013 Toyota Yaris	Sal	D.N.F.	72.119	70.748	69.633	68.542	68.542	
STS	Tyra Pyle	120	2010 Honda Fit	KC	72.143+2	71.781+2	72.736+1	74.415	75.117	74.415	
STH	• Greg Cheney	43	2014 Ford Fiesta ST	KC	73.416+1	69.015	70.166	69.126	69.361	69.015	
CAMS	• Chase Cook	31	2003 Corvette Z06	KC	66.650	63.082	62.570	61.384	60.327	60.327	
CAMC	• Ken Stowers	8	2019 Mustang	NeOk	D.N.F.	71.929	69.196	70.739	D.N.S.	69.196	
CAMC	Tyler Lamia	9	2000 Mustang	Sal	82.463	71.613	69.816+1	70.800	70.095+1	70.800	
CAMT	• Patrick Darling	172	1968 Camaro	KC	62.140	61.907	61.816	60.998	61.122	60.998	
CAMT	• Dennis Smith	77	1996 Mustang Cobra	Sal	68.422+1	66.537+1	67.752	66.023+1	66.023	66.023	
CAMT	Rick Dowers	89	1989 Camaro IROC-Z	Wich	71.938	70.671	70.569	70.770	69.192	69.192	
CAMT	Mitchell Bell	69	1969 Camaro	Wich	D.N.F.	80.293	D.N.F.	76.292+1	75.217	75.217	
CAMTL	• Nancy Smith	177	1996 Mustang Cobra	Sal	74.037	72.453	71.390	70.820	70.868	70.820	
XA	• Jonathan Griffith	184	2005 Mazda RX8	KC	60.574	61.484	61.846	60.553	60.556+2	60.553	
XA	Aaron Loggan	55	1999 Mercedes-Benz 230SLK	Sal	66.009	D.N.S.	63.976	D.N.S.	63.630	63.630	
XA	April Turner	84	2005 Mazda RX8	KC	69.174	66.043+1	64.305+3	67.909	65.917+2	67.909	
SMF	• Brett Grier	58	2016 Ford Fiesta	Wich	67.328	66.195	D.N.F.	D.N.S.	D.N.S.	66.195	
KM	• James Stowers	84	2011 Biesse Shark	NeOk	81.230	87.717	61.546	D.N.F.	63.736	61.546	

• Trophy FTD - Fast Time Of Day FL - Fast Lady PAX – Top PAX

"I always put people who won a National Championship on a pedestal, thinking they must have some secret knowledge that the rest of us don't. And a large number of them do. But it turns out there's a significant number of us who stumbled into glory. Ultimately, I think that's what makes this club so amazing."

—SportsCar Editor Philip Royle, who stumbled into a road racing national championship (Touring 4) in 2015

Solo Performance Specialties/R&S Racing Midwest Division Solo Series

Round #6 -- Sunday, June 4, 2023

Salina Region -- Berkley Family Recreation Area -- Salina, KS

Final Results

Class	Driver	No.	Car	Region	Run 1	Run 2	Run 3	Run 4	Run 5	Best
SS	• Mark Alft	85	2016 Corvette Z06	Wich	67.477+2	66.885	66.476	64.597	65.770+1	64.597
SSL	• Jean Alft	85	2016 Corvette Z06	Wich	70.674	70.323	69.672	69.348	67.142	67.142
AS	• Mason Libby	62	2008 Saturn Sky Redline	Sal	64.288	63.366	62.983	61.303+2	60.982	60.982
AS	Frank Wietharn	63	2007 Corvette Z06	Kan	66.516	64.072	63.691	63.178	61.594	61.594
AS	Phelan Gagnon	6	2013 Corvette	Sal	72.433	66.649	64.521+1	65.075	64.522+1	65.075
CS	• Chandler Brown	19	1998 BMW M Roadster	Sal	66.217+2	65.251+1	65.314+1	65.538	D.N.F.	65.538
DS	• Ron Williams	97	2017 Honda Civic Type R	Kan	59.911+1	58.695	58.756+1	58.491	58.014	58.014
DS	• Tim Nicholson	2	2019 Subaru WRX STi	Sal	70.643	66.399	64.196	66.127	64.810	64.196
DS	Ashton King	20	2014 Scion FR-S	Sal	64.751	65.084	65.695	66.766	65.170	64.751
DS	David Thorne	64	2018 BMW 330i	Wich	74.221	73.396	74.012	70.744	68.567+4	70.744
ES	• Robert Seelig	99	1999 Mazda Miata	NeOk	63.622+1	63.123	61.937	60.772+1	61.629	61.629
ES	• Theresa Walton	199	1999 Mazda Miata	Sal	62.296	61.479+1	61.860	61.201+5	61.175+1	61.860 FL
ES	Corey Ahrens	83	2002 Mazda Miata	Wich	65.611	65.348	65.389+2	65.156	66.788+1	65.156
ES	Henry Brillhart	48	1999 Mazda Miata	Wich	67.424+1	65.240	65.630	67.697+4	D.N.F.	65.240
ES	Rocky Entriken	4	1999 Mazda Miata	Sal	69.434+1	68.810	66.741+1	67.044	68.077	67.044
ESL	• Sharon Brillhart	28	2003 Toyota MR2	Wich	68.480	66.713	66.410	67.166+1	72.408	66.410
FS	• R.Abner Perney	5	2005 Nissan 350Z	Sal	71.513+1	72.149	70.213	70.216+2	71.995	70.213
HS	• Russell Blume	97	2012 Mini Cooper	Kan	61.670	60.971	60.153+2	60.017+1	60.340+2	60.971
HSL	• Laney Blume	97	2012 Mini Cooper	Kan	D.N.F.	64.987	64.033	62..650	D.N.F.	62.650
SSC	• Daniel Rowland	187	2013 Scion FR-S	KC	60.810	59.454	58.626	58.495+2	58.602+5	58.626
SSC	• Ryan Ostmeyer	56	2015 Scion FR-S	Wich	D.N.F.	D.N.F.	61.099	60.269	60.489+3	60.327
SSC	James Green	99	2015 Subaru BRZ	Neb	62.746	62.111	D.N.F.	62.029	61.639	61.639
SSC	Tim Heaton	72	2013 Subaru BRZ	Neb	D.N.F.	64.741	D.N.F.	63.072	61.770	61.770
SSC	Zachary Bair	87	2013 Scion FR-S	—	69.037	64.648	D.N.F.	63.623	64.079+1	63.623
SSCL	• Julie Heaton	72	2013 Subaru BRZ	Neb	64.725+1	64.538	63.693	62.551	63.642	62.551
SSCL	Marcia Haynes	99	2015 Subaru BRZ	Neb	66.178+1	65.517	65.071+1	64.575	64.545	64.545
STU	• Eric Hunter	77	2016 Audi S3	NeOk	62.489+1	61.516	61.296+1	61.272	60.236	60.236
STU	Andlee Phengphachanh	23	1988 Toyota Celica AllTrac	Sal	67.790	68.034	65.700	64.809	65.011	64.809
STR	• Luke Scott	12	2002 Mazda Miata	Wich	65.822	63.722	62.863	62.414	62.019	62.019
STR	• Steve Swartz	117	2007 Mazda MX5	Wich	D.N.F.	69.669	67.793	67.079	66.894	66.894
STR	Bill Burnham	66	1995 Mazda Miata	Ark	D.N.F.	71.141	D.N.F.	68.234	67.832+1	68.234
STR	Rick Nicholson	26	2015 Mazda MX5	Sal	70.637	70.535	70.997+1	71.055	70.007	70.007
STX	• Addison Bell	43	2005 Mazda RX8	Kan	70.770	68.692	65.740	68.110+1	67.068	65.740
STS	• Riley Heaton	198	1990 Mazda Miata	Neb	57.753+2	57.221+3	56.909	57.756+2	D.N.F.	56.909 FTD/PAX
STS	• Carter Heaton	98	1990 Mazda Miata	Neb	62.843	67.218+3	60.268	61.003+1	60.880	60.268
STS	Blake McIntyre	20	2010 Honda Fit	KC	64.512	63.950	63.032	62.639	61.869+1	62.639
STS	Tyra Pyle	120	2010 Honda Fit	KC	D.N.F.	71.412	68.209	67.269+1	65.791	65.791
STS	Jason Rash	13	2013 Toyota Yaris	Sal	68.524+1	67.306	68.897+1	67.754	66.280	66.280
STH	• Greg Cheney	43	2014 Ford Fiesta ST	KC	68.090	66.773+1	66.836	65.971	D.N.S.	65.971
CAMS	• Chase Cook	31	2003 Corvette Z06	KC	60.896+1	60.799	61.126	60.228	60.507	60.228
CAMS	Randy Puls	177	1999 Corvette FRS	Wich	74.786	66.596	65.920	65.514	63.795+3	65.514
CAMSL	Susan Puls	77	1999 Corvette FRS	Wich	72.834	71.109	70.192	68.912	68.765+3	68.912
CAMC	• Ken Stowers	8	2019 Mustang	NeOk	66.024	67.336	65.917	65.641	67.819	65.641
CAMC	• Justin Gagna	22	2000 Mustang GT	Sal	69.644	68.956	69.338	67.803	68.265	67.803
CAMC	Chase Kaiser	24	2013 Mustang GT	Kan	71.164	70.148	70.824+2	70.986	69.032	69.032
CAMC	Tyler Lamia	9	2000 Mustang	Sal	D.N.F.	72.307	70.705	69.262	67.651+1	69.262
CAMT	• Patrick Darling	172	1968 Camaro	KC	59.707+1	59.301	60.091	59.070+1	60.214	59.301
CAMT	• Dennis Smith	77	1996 Ford Cobra	Sal	66.020	66.568	66.424	63.705	63.748	63.705
CAMT	Luis Antonio Amaya	57	1994 Mustang	Wich	D.N.F.	67.290	65.647+1	65.748	D.N.F.	65.758
CAMT	Rick Dowers	89	1989 Camaro IROC-Z	Wich	69.495	69.841	70.178	68.282	67.468	67.468
CAMT	Mitchell Bell	69	1969 Camaro	Wich	72.530	73.901	72.644	70.839	70.620+1	70.839
CAMTL	Nancy Smith	177	1996 Ford Cobra	Sal	D.N.F.	72.764	73.066	70.755	69.605	69.605

XA	• Jonathan Griffith	184	2005 Mazda RX8	KC	61.312+1	60.626+1	60.108	61.403	61.459+3	60.108
XA	Aaron Loggan	55	1999 Mercedes-Benz 230SLK	Sal	63.965+1	63.617	63.603	63.479	D.N.S.	63.479
XA	April Turner	84	2005 Mazda RX8	KC	67.465+3	D.N.F.	66.142	D.N.F.	64.190	64.190
XB	• Kaeden Elbert	88	2000 Mazda Miata	—	D.N.F.	D.N.F.	71.040	70.602	67.137	67.037
DSP	• Joe Silva	96	2012 Mini Cooper S	Sal	58.971+4	58.289+6	59.305+1	58.819	59.204+2	58.809
SMF	• Brett Grier	58	2016 Ford Fiesta	Wich	68.070+1	64.201	63.533	63.629	63.839+1	63.533
KM	• James Stowers	84	2011 Biesse Shark	NeOk	60.758+1	D.N.F.	58.741	57.857	57.830	57.830

• Trophy FTD - Fast Time Of Day FL - Fast Lady PAX – Top PAX

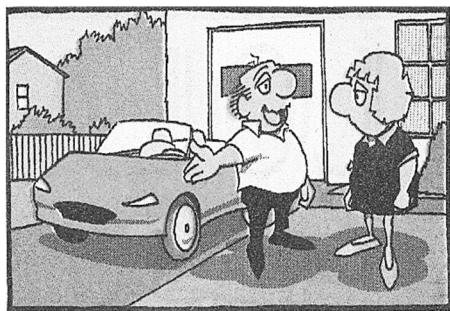
~~ Divisional Saturday • PAX Rankings

Driver	Class	Best	Index	PAX
Ron Williams	DS	60.118	0.808	48.575
Russell Blume	HS	62.234	0.786	48.916
Daniel Rowland	SSC	61.810	0.807	49.881
Chase Cook	CAMS	60.327	0.827	49.890
Patrick Darling	CAMT	60.998	0.819	49.957
Laney Blume	HSL	63.598	0.786	49.988
Theresa Walton	ES	63.904	0.792	50.612
Jonathan Griffith	XA	60.553	0.842	50.986
Robert Seelig	ES	64.796	0.792	51.318
Eric Hunter	STU	62.206	0.83	51.631
James Green	SSC	64.403	0.807	51.973
Mason Libby	AS	64.056	0.823	52.718
Henry Brillhart	ES	67.218	0.792	53.237
Blake McIntyre	STS	65.516	0.814	53.330
Rocky Entriiken	ES	67.581	0.792	53.524
Aaron Loggan	XA	63.630	0.842	53.576
Sharon Brillhart	ESL	68.273	0.792	54.072
Dennis Smith	CAMT	66.023	0.819	54.073
Luke Scott	STR	65.322	0.831	54.283
Chandler Brown	CS	67.432	0.811	54.687
Marcia Haynes	SSCL	68.063	0.807	54.927
Addison Bell	STX	67.915	0.817	55.487
Jason Rash	STS	68.542	0.814	55.793
Phelan Gagnon	AS	67.867	0.823	55.855
Greg Cheney	STH	69.015	0.812	56.040
Brett Grier	SMF	66.195	0.847	56.067
Rick Dowers	CAMT	69.192	0.819	56.668
Mark Alft	SS	68.111	0.833	56.736
Andlee Phengphachanh	STU	68.373	0.83	56.750
April Turner	XA	67.909	0.842	57.179
Ken Stowers	CAMC	69.196	0.827	57.225
James Stowers	KM	61.546	0.933	57.422
Nancy Smith	CAMT	70.820	0.819	58.002
Bill Burnham	STR	70.281	0.831	58.404
R. Abner Perney	FS	71.898	0.813	58.453
Tyler Lamia	CAMC	70.800	0.827	58.552
Gabriel Roche	HS	75.072	0.786	59.007
David Thorne	DS	73.640	0.808	59.501
Tyra Pyle	STS	74.415	0.814	60.574
Jean Alft	SSL	73.616	0.833	61.322
Colton Johnson	FS	75.611	0.813	61.472
Mitchell Bell	CAMT	75.217	0.819	61.603
Justin Landon	FS	78.219	0.813	63.592

~~ Divisional Sunday • PAX Rankings

Driver	Class	Best	Index	PAX
Riley Heaton	STS	56.909	0.814	46.324
Ron Williams	DS	58.014	0.808	46.875
Daniel Rowland	SSC	58.626	0.807	47.311
Russell Blume	HS	60.971	0.786	47.923
Patrick Darling	CAMT	59.301	0.819	48.568
Ryan Ostmeier	SSC	60.327	0.807	48.684
Robert Seelig	ES	61.629	0.792	48.810
Theresa Walton	ES	61.860	0.792	48.993
Carter Heaton	STS	60.268	0.814	49.058
Laney Blume	HSL	62.650	0.786	49.243
Joe Silva	DSP	58.809	0.844	49.635
James Green	SSC	61.639	0.807	49.743
Tim Heaton	SSC	61.770	0.807	49.848
Eric Hunter	STU	60.236	0.830	49.996
Mason Libby	AS	60.982	0.823	50.188
Julie Heaton	SSCL	62.551	0.807	50.479
Jonathan Griffith	XA	60.108	0.842	50.611
Frank Wietharn	AS	61.594	0.823	50.692
Chase Cook	CAMS	60.228	0.845	50.893
Blake McIntyre	STS	62.639	0.814	50.988
Zachary Bair	SSC	63.623	0.807	51.344
Luke Scott	STR	62.019	0.831	51.538
Corey Ahrens	ES	65.156	0.792	51.604
Henry Brillhart	ES	65.240	0.792	51.670
Tim Nicholson	DS	64.196	0.808	51.870
Marcia Haynes	SSCL	64.545	0.807	52.088
Dennis Smith	CAMT	63.705	0.819	52.174
Ashton King	DS	64.751	0.808	52.319
Sharon Brillhart	ESL	66.410	0.792	52.597
Rocky Entriiken	ES	67.044	0.792	53.099
Chandler Brown	CS	65.538	0.811	53.151
Aaron Loggan	XA	63.479	0.842	53.449
Tyra Pyle	STS	65.791	0.814	53.554
Phelan Gagnon	AS	65.075	0.823	53.557
Greg Cheney	STH	65.971	0.812	53.568
Addison Bell	STX	65.740	0.817	53.710
Andlee Phengphachanh	STU	64.809	0.830	53.791
Mark Alft	SS	64.597	0.833	53.809
Brett Grier	SMF	63.533	0.847	53.812
Luis Antonio Amaya	CAMT	65.758	0.819	53.856
Jason Rash	STS	66.280	0.814	53.952
James Stowers	KM	57.830	0.933	53.955
April Turner	XA	64.190	0.842	54.048
Ken Stowers	CAMC	65.641	0.827	54.285
Rick Dowers	CAMT	67.468	0.819	55.256
Randy Puls	CAMS	65.514	0.845	55.359
Steve Swartz	STR	66.894	0.831	55.589
Jean Alft	SSL	67.142	0.833	55.929
Justin Gagna	CAMC	67.803	0.827	56.073
Bill Burnham	STR	68.234	0.831	56.702
Kaeden Elbert	XB	67.037	0.848	56.847
Nancy Smith	CAMT	69.605	0.819	57.006
R. Abner Perney	FS	70.213	0.813	57.083
Chase Kaiser	CAMC	69.032	0.827	57.089
David Thorne	DS	70.744	0.808	57.161
Tyler Lamia	CAMC	69.262	0.827	57.280
Mitchell Bell	CAMT	70.839	0.819	58.017
Rick Nicholson	STR	70.007	0.831	58.176
Susan Puls	CAMS	68.912	0.845	58.231

THE LOCKHORNS



"I BOUGHT IT JUST IN CASE WE MIGHT NEED A SPORTS CAR ONE DAY... NOW WE'LL HAVE IT."

SUNFLOWER SOLO SHOWDOWN

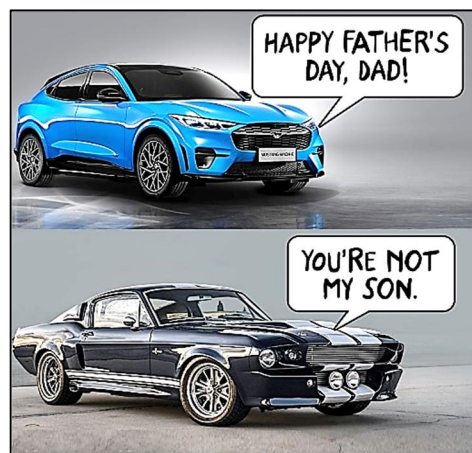
Salina's next two events aren't in Salina. Road Trip! It's the Kansas Region and Wichita Region rounds of the Sunflower Solo Showdown – In Topeka's Stormont Vail Events Center (nee Kansas Expocentre) July 2, and the Road Yoder Solo Site south of Hutchinson July 9.

Both are Sunday of a two-day event at each site. The one at Yoder is significant because it's part of a MiDiv Solo Series weekend, so if you ran the Salina Divisional earlier this month, the Yoder event makes you qualified for the championship.

Our turn in the Showdown is Aug. 13, our next local event. All three Showdown events are points events in Salina Region's champion-ship.

We don't autocross in July because of the Lead Sled Spectacular custom car gathering – July 27-30 this year – which takes a couple weeks to set up at our BCRA site.

So make a trip to Topeka and Yoder and score for Salina Region at the Showdown!



MIRROR KHANA XLI

June 18, 2023

SALINA REGION SCCA

Berkley Family Recreation Area, Salina, Ks.

W = Win L = Loss X = DNS – = Bye ** = Dead heat pairing

<u>Name / Hometown</u>	<u>Class</u>	<u>Rgn</u>	<u>No.</u>	<u>Car</u>	<u>Prelims</u>	<u>Finals</u>
SMALLBORE						
T1. John LaRandeau / Omaha	[DS]	Neb	92	Toyota GR Corolla	W W W	W
T2. Jan Gerber / Ralston NE	[ES]	Neb	93	Mazda Miata	L W W	W W L
T3. Rocky Entriken / Salina	[ES]	Sal	4	Mazda Miata	W W L	L
4. Sharon Brillhart / Wichita	[ESL]	Wich	28	Toyota MR2	W L W	L
5. Ann LaRandeau / Omaha	[DSL]	Neb	92	Toyota GR Corolla	W L L	
6. Nolan Adams / Oklahoma City	[DS]	Cill	69	Honda Civic Type R	L W L	
7. Henry Brillhart / Wichita	[ES]	Wich	48	Mazda Miata	L L	
8. John Harris / Shawnee	[CS]	KC	52	BMW M Roadster	X X	
92>69	92>92L	92>4		93>28L	93>4	92>93
92L>52x	4>28L	28L>92L				
4>48	69>52x	93>69				
28L>93	93>48					

X-FACTOR						
T1. Kent Hoyt / Omaha	[XP]	Neb	28	Mazda Miata	L W W	W W W W
T2. Michael Hoyt / Omaha	[XP]	Neb	128	Mazda Miata	W W W	*L*L
T3. Kale Morris / Osborne	[XB]	Sal	24	Mazda Miata	W W L	L
4. Randy Koppenhaver / Locust Grove, OK	[XP]	NeOk	91	Mazda Miata	W L W	L
5. Travis Durant / Omaha	[CP]	Neb	173	Camaro	W L L	
6. Cole Durant / Omaha	[CP]	Neb	73	Camaro	L W L	
7. Aaron Loggan / Hutchinson	[XA]	Sal	55	Mercedes-Benz SLK55	L L	
John Maneth / Great Bend	[XB]	—	9	Mazda Miata V8	L L	
173>73	24>173	128>24		28>91	28>24	28>128*
24>9	128>91	91>173				28>128*
128>28	73>9	28>73				
91>55	28>55					

(*Drove Car #9 in
Final and Runoff)

STREETZ						
T1. Mason Libby / Salina	[AS]	Sal	62	Saturn Sky Redline	W W W	L W
T2. Phelan Gagnon / Salina	[AS]	Sal	6	Corvette	L W W	W W W L
T3. Andlee Phengphachanh / Salina	[STU]	Sal	23	Toyota Celica AllTrac	W W L	L
4. Aaron Kraemer / Midwest City, OK	[FSP]	—	1	Datsun 210	W L W	L
5. Tracy Presnell / McPherson	[STS]	Sal	28	BMW Z3 Roadster	W L L	
6. William Kraemer / Dayton OH	[FSP]	—	11	Datsun 210	L W L	
7. Mark Walton / Hutchinson	[STR]	Sal	99	Mazda Miata	L L	
8. Roger Hill / Lawrence	[AS]	Kan	113	Saturn Sky Redline	X X	
62>6	62>28	**62>23**		6>1	6>23	6>62
28>113x	23>1	1>28				62>6
1>11	6>113x	6>11				
23>99	11>99					

BIGBORE

T1. Chris Harrison / Lincoln, NE	[CAMS] Neb	61	Corvette Z06	W W W	W
T2. Dennis Smith / Minneapolis	[CAMT] Sal	77	Mustang Cobra	L W W	W W L
T3. Justin Gagna / Salina	[CAMC] Sal	22	Mustang GT	W W L	L
4. Nancy Smith / Minneapolis	[CAMTL] Sal	77	Mustang Cobra	W L W	L
5. R. Abner Perney / Salina	[FS] Sal	5	Nissan 350Z	L - L	
Tyler Lamia / Salina	[CAMC] Sal	9	Mustang	L L	
7. James Tackett / Hutchinson	[CAMC] Wich	20	Mustang GT	- L X	
77L>5	61>77L	61>22	77L>77	77>22	61>77
61>77	22>20	77L>20x			
22>9	5-bye	77>5			
20-bye	77>9				

It may have been a smaller entry than expected, just 31 cars (29 showed), but it also made a near-perfect set of four 8-car brackets (okay, one was 7 cars). In two, one driver went undefeated to the finish, in one, the winner was unbeaten until losing in the final but then won the runoff match, and in one the winner lost in the first round then won six straight. All four brackets ran three preliminary rounds, which sent four cars to the finals. Nebraska won three classes, going 1-2 in two of them. Salina got one win.

SMALLBORE was all DS and ES cars. The only CS was a no-show. John LaRondeau ran unbeaten to the win but Jan Gerber was telling how to get the most runs: lose the first round then march through the loser's ladder. The first-run pairing between Rocky Entriiken and Henry Brillhart went to a rerun when both had off-course DNFs. Then Entriiken got lucky again when Sharon Brillhart was called for a jump-start. He finished third after losing to Gerber in the semi, and Gerber then lost the final to LaRondeau.

X-FACTOR was XA, XB and XP cars plus a CP Camaro. The Hoyts, father-son in a wild-winged XP Miata, made the

day's second Nebraska 1-2 when both made it to the final. When co-drivers are paired up, as happened with the Hoyts' first-round runs and also with the Durants in the Camaro, we break out the stopwatches. Michael Hoyt made it around in 56.02 sec. Kent made the final after Kale Morris smacked four cones in a Semi matchup, so Michael borrowed a ride in John Maneth's V8 Miata to make it a true heads-up match, which led to Kent winning the final and runoff. Happy Father's Day!

STREETZ was all the Street Touring cars, plus two A Street and a doughty little 41-year-old FSP Datsun 210. It produced the day's only dead heat in the last prelim pairing, unbeaten Mason Libby and Andlee Phengphachanh. Andlee went too hot into a corner and DNFd the rerun, then lost the semi to Phelan Gagnon. Gagnon won the final forcing a runoff, but Libby won the rematch to take the class.

BIGBORE was all the CAM cars plus Abner Perney's F Street entry. Chris Harrison's copper Corvette, the only CAM-S entry, ran unmolested to the win. Dennis Smith lost to Harrison in the first round, made it to the final before taking his second loss.

SALINA REGION SOLO CHAMPIONSHIP • 2023

• SALINA REGION MEMBER Points after Mirror Khana * QUALIFIED FOR AWARDS (MIN. 4 LOCAL EVENTS)

SS Mark Alft 24	SSL Jean Alft 24	AS Mason Libby* 68	Phelan Gagnon* 59	Frank Wietharn 9	Roger Hill 7	CS Chandler Brown* 36	CSL Kaitlyn Loggan* 24	DS John LaRondeau* 36	Ron Williams 27	David Thorne 26	Tim Nicholson* 22	Ashton King* 19	Nolan Adams 9	DSL Ann LaRondeau* 36	ES Henry Brillhart* 67	Rocky Entriiken* 60	Theresa Walton* 25	Robert Seelig 24	Jan Gerber 12	Casey Ahrens 7	Jonathan Hale 7	ESL Sharon Brillhart* 64	FS R. Abner Perney* 74	Colton Johnson 22	Cole Burkett 9	Justin Landon 7	Douglas Jones* 18	Phillip Meredith* 12	Collin Meredith* 9	Trevor Jones 7	HS Russell Blume 25	Gabriel Roche* 21	Don Herrick* 12	Laney Blume 24	SSC Daniel Rowland 28	James Green 19	Ryan Ostmeier 11	Tim Heaton 7	Zachary Bair 5	SSCL Marcia Haynes 22	Julie Heaton 12	STU Andlee Phengphachanh* 30	Eric Hunter 25	Westen Erwin 12	Rick Nicholson* 39	Luke Scott 27	Bill Burnham 18	Nancy Smith* 12	Mark Walton* 12	Steve Swartz 10	Addison Bell 36	STS Tracy Presnell* 45	Jason Rash* 29	Blake McIntyre 23	Tyra Pyle 15	Riley Heaton 13	Carter Heaton 9	Greg Cheney 24	Jacob Orlowski 12	Joshua Huff* 9	CAM-S Chase Cook 26	Chris Harrison 12	Randy Puls* 9	CAM-SL Susan Puls* 12	CAM-C Justin Gagna* 58	Tyler Lamia* 47	Ken Stowers 27	Chase Kaiser* 21	James Tackett 19	Andlee Phengphachanh* 18	Ethan Gibbs 5	CAM-T Dennis Smith* 45	Patrick Darling 28	Mitchell Bell 21	Rick Dowers 15	Brandon Gillenwater 12	Luis Antonio Amaya 7	CAM-TL Nancy Smith* 60	XA Aaron Loggan* 55	Jonathan Griffin 26	Zachary Gerber 21	April Turner 14	Kale Morris* 36	Kaeden Elbert 12	John Maneth 9	Andlee Phengphachanh* 9	Joe Silva* 12	FSP Aaron Kraemer 12	William Kraemer 9	SMF Brett Grier 24	XP Kent Hoyt 12	Michael Hoyt 9	Randy Koppenhaver 7	CP Travis Durant 12	Art Martinez 12	Cole Durant 9	Wild Nancy Smith* 72	Andlee Phengphachanh* 57	† - Has run required 3 classes	◆ PAX - Top 10 ◆	ESL Sharon Brillhart* 299	ES Henry Brillhart* 286	AS Phelan Gagnon* 280	AS Mason Libby* 279	CAMC Justin Gagna* 276	ES Rocky Entriiken* 272	XB/CAMC Andlee Phengphachanh* 266	CAMTL/STR Nancy Smith* 264	STR Rick Nicholson 263	STS Tracy Presnell 263
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For most of the season all competitors are listed. However, only Salina Region members are eligible for championship awards and must be members before Oct. 1, and run at least four local events. As of Oct. 1 all non-member points are stripped.

Events

.... Elsewhere - 2023

A calendar of AutoX and RallyX events by the Wichita, Kansas, Kansas City, Nebraska, NeOkla and Oklahoma Regions of SCCA. Go see how others do it!

‡ = Test & Tune / § = Street Survival School / ♯ Starting Line School

ALWAYS CONFIRM THE EVENT BEFORE MAKING A LONG TRIP!

(* = Salina Region autocross on this date)

AUTOCROSS

- Jul 1.....♯. Kansas City @ MetroCC Driving Center, Independence MO
 Kansas @ Stormont Vail Events Center, Topeka KS
 Jul 2..... Kansas City @ MetroCC Driving Center, Independence MO
 Kansas @ Stormont Vail Events Center, Topeka KS
 Jul 8..... NeOkla @ Davis Field, Muskogee OK
 ‡. Nebraska @ Lincoln Airpark, Lincoln NE
 Jul 9..... *NeOkla @ Davis Field, Muskogee OK
 * Nebraska @ Lincoln Airpark, Lincoln NE
 Jul 30..... Kansas City @ MetroCC Driving Center, Independence MO
 Aug 6..... Oklahoma @ Remington Park, Oklahoma City OK
 Aug 19..... NeOkla @ Davis Field, Muskogee OK
 ‡. Nebraska @ Lincoln Airpark, Lincoln NE
 Aug 20..... NeOkla @ Davis Field, Muskogee OK
 Nebraska @ Lincoln Airpark, Lincoln NE
 Aug 26..... §. Kansas City @ MetroCC Driving Center, Independence MO
 Wichita @ Road Yoder, Yoder KS
 Aug 27..... Kansas City @ MetroCC Driving Center, Independence MO
 Wichita @ Road Yoder, Yoder KS
 Sep 17..... Oklahoma @ Remington Park, Oklahoma City OK
 Sep 24..... Kansas City @ MetroCC Driving Center, Independence MO
 NeOkla @ Davis Field, Muskogee OK
 Sep 30..... §. Wichita @ Road Yoder, Yoder KS
 ‡. Nebraska @ Lincoln Airpark, Lincoln NE
 Oct 1..... Wichita @ Road Yoder, Yoder KS
 Nebraska @ Nebraska Rally Bowl, Nebraska City NE
 Oct 8..... Kansas City @ MetroCC Driving Center, Independence MO
 Oklahoma @ Remington Park, Oklahoma City OK
 Oct 15..... * NeOkla @ Davis Field, Muskogee OK
 Oct 21-22... National Tour @ Frederick Airport, Frederick, OK
 Oct 28..... Wichita @ Road Yoder, Yoder KS
 ‡. Nebraska @ Lincoln Airpark, Lincoln NE
 Oct 29..... Wichita @ Road Yoder, Yoder KS
 Nebraska @ Lincoln Airpark, Lincoln NE
 Nov 4..... NeOkla @ Fair Meadows, Tulsa OK

RALLYCROSS

- Jun 25..... Wichita @ Sandy Bottoms, Mulvane KS
 Jul 16..... Kansas City @ I-35 Speedway, Weston MO
 Jul 23..... NeOkla @ Billy Bob's Farm, Billings, OK
 Nebraska @ Nebraska Rally Bowl, Nebraska City NE
 Aug 6..... Kansas City @ Valley Speedway, Grain Valley MO
 Aug 13..... * Kansas @ McCain's Offroad Park, Carbondale, KS
 Aug 27..... NeOkla @ Billy Bob's Farm, Billings, OK
 Nebraska @ Nebraska Rally Bowl, Nebraska City NE
 Sep 3..... Wichita @ Sandy Bottoms, Mulvane KS
 Sep 17..... Kansas City @ I-35 Speedway, Weston MO
 Sep 24..... Kansas @ McCain's Offroad Park, Carbondale, KS
 Oct 6-8..... SCCA RX Nationals, Heartland Mspts Pk, Topeka KS



- Oct 8 Nebraska @ Nebraska Rally Bowl, Nebraska City NE
 NeOkla @ Billy Bob's Farm, Billings, OK
 Wichita @ Sandy Bottoms, Mulvane KS

Go

Racing!



Five MiDiv road course tracks are within a 5-hour drive of Salina. Be part of the action as a race worker -- flagging on corners, timing, grid, tech, etc. Or be a driver?

- Hallett Motor Racing Circuit, Hallett OK • Heartland Motorsports Park, Topeka KS
- Motorsports Park Hastings, Hastings NE • Ozarks International Raceway, Gravois Mills MO
- Raceway Park of the Midlands, Pacific Junction, IA

ROAD RACING

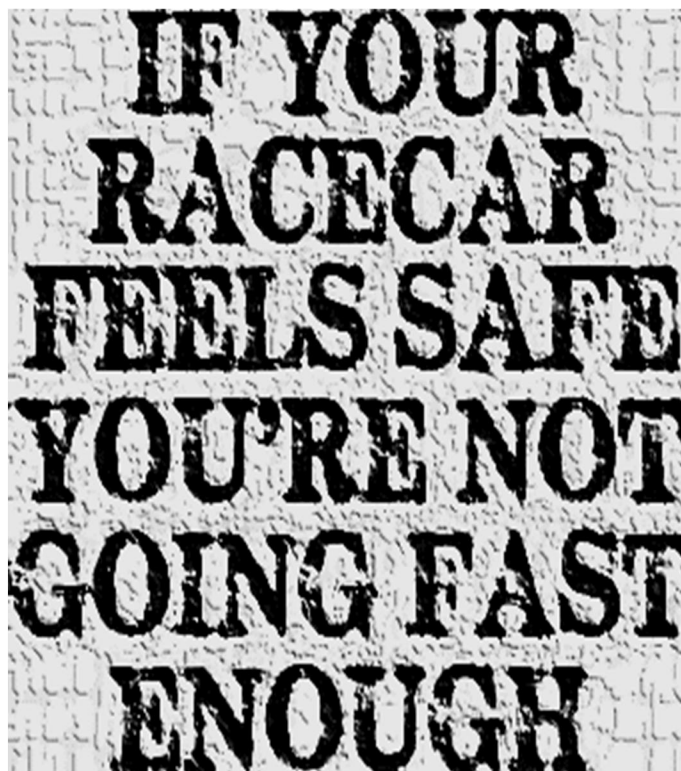
- Jul 1-2 Colorado @ High Plains Raceway, Deer Trail CO
 Jul 15-16 KVRG @ Ozarks int'l Raceway, Gravois Mills, MO
 Aug 19-20... Colorado @ High Plains Raceway, Deer Trail CO
 Sep 23-Oct 1 . The Runoffs @ VIRginia International Raceway

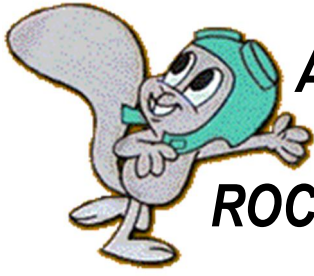
MIDIV TIME TRIALS SERIES

- Jul 15-16 KVRG @ Ozarks int'l Raceway, Gravois Mills, MO (Nat'l Tour)
 Aug 12-13... Nebraska/DMV @ Motorsports Park Hastings, Hastings, NE
 Sep 16-17... Nebraska/DMV @ Raceway Park o/t Midlands, Pacific Jct. IA
 Oct 12-15.... Time Trials Nationals @ NCM Mspts Park, Bowling Green, KY

TRACK NIGHT IN AMERICA

- Jul 6 @ Heartland Motorsports Park, Topeka KS
 Jul 17 @ Pikes Peak Int'l Raceway, Fountain CO
 Aug 17..... @ Heartland Motorsports Park, Topeka KS
 Aug 24..... @ High Plains Raceway, Deer Trail CO
 Sep 19..... @ Heartland Motorsports Park, Topeka KS
 Oct 19..... @ Heartland Motorsports Park, Topeka KS





ASSORTED NUTS FROM ROCKET J. SQUIRREL

—ROCKY ENTRIKEN

June has been a horrible month for me. That is, until June 18 when it flipped like a light switch.

Actually, go back to May 13, when Henry Brillhart tells me he detects a noise coming from my engine he thinks may be a loose pulley.

Late May, I drive the car down to Topeka to have my Miata guru, Jesse Prather, look at it. Or rather, listen to it. Jesse owns a prep shop there, where he builds roadrace national championship winners. He even makes a few parts for Mazdaspeed! But he'll do my meek bone-stock NB too.

Jesse looks. Not a pulley he says. It'd be moving to and fro and it wasn't. But there was a noise. Jesse listens. Sounds like a rod bearing, he declares. Needs an engine rebuild. That's like \$7 grand to do! And it'll be better than new, he says with a smile. But back home, the comptroller of Ikke så Hurtig Racing (wife Sandy) says a rebuild is beyond budget. < sigh >

Now Sandy has made a lot of my dreams come true. She's let me throw money at my cars. So I need to believe her at times like this. "No" is an answer too.

My brother Buck has a solution. He'll swap me his spare engine for the one in the car. He lives in a Dallas exurb. He drives up June 3 in his pickup hauling his trailer, empty. The new engine is in the back of the truck (he's very proud of the stand he welded together for it).

Buck is the mechanic of the family. He has a spacious property in rural Dallas and what's really an airplane hangar in his back yard with several Miata's in it. Some for autocross, one built for Time Trials, a roadracing Spec Miata. Couple others. He originally built my 1965 Spitfire into a race car and raced it himself for three years.

Monday, June 5, Buck loads my Miata on his trailer and hauls it down to Topeka. The plan is, when the Miata is ready, Sandy will drive me to Topeka in our Chevy G30 van we call "the bus" – it was actually a three-row school bus at one time – and bring the old engine home.

It's also, in September, my turn to bring the car we'll drive at the Solo Nationals. Buck will pick up the old engine on his way home. His plan is he'll rebuild it as his new spare. He usually stays over to do our post-Nationals event (Sept. 10).

I do one more event, our two-day Divisional June 3-4. Henry lets me drive his car. I finish DFL both days. The only reason I wasn't DFL for the weekend is one fellow only ran on Sunday.

Thank you, Henry. I'd much rather have last-place points than DNS points (e.g. none).

But before he leaves, Buck is eyeballing the tires on my

van. He finds the date codes and informs me two of them are 20 years old! The other two merely 11 years old. Yow! I haven't driven them out of town since towing to the 2011 SCCA Runoffs at Road America! Bus needs new shoes!

June 7, I visit the brand new Discount Tire store here in Salina, meet its very congenial senior assistant manager, Collin Lammers, and put \$800 worth of new tires on the van. Like I really needed that expense! But wait! There's more!

Next day, Jesse tells me the car is ready. We go get it the following Sunday, June 11. Load the old engine into the bus and head for home.

And then, BOOM!

Not a loud boom, just a smoky one. Just as we had turned from I-470 onto I-70, the Miata barfed. Blew the plastic cap off the top of the radiator. Call the tow truck, haul it back to Jesse's. And while waiting, I lost my phone in the I-70 ditch.

Remember that loose pulley Henry thought he saw? Right call, wrong engine (How'd he know?) it was the water pump pulley on the new engine. Shredded the belt. New radiator, new belt, tighten things up, we get it June 15.

Jesse told me one front tire had a flat spot. I've had others, but this was the worst ever. I could not drive the car more than 65 mph coming home. Once home I swapped both fronts for year-old spares I had. It's why I keep spares.

Discount did the swap gratis. Thank you, Collin. That was the first suggestion things were beginning to go right.

Jun 18, Mirror Khana. My only understanding of the day is I got stupid lucky. By all rights I should've been two-and-out, instead I get a trophy for 3rd place.

First match against Henry I come in too hot at the entry to the skid circle and slide off course. Back in grid I'm told Henry went off course too. Identical DNFs = rerun. Henry runs off course again, I don't. Win #1.

Second match I draw Sharon Brillhart, who is wicked quick and usually outruns both Henry and me. But the judges called her for jumping the start. Win #2.

A loss to John Larandean's DS Corolla in the third (last) round of prelims sends me to the semifinals. Jan Gerber, who lost to Sharon back in the first round, has worked through the loser bracket and is across from me in that semifinal match. He gets me by maybe half a car length, my closest of the day. I get the third-place trophy magnet.

And then, to top off the day ... the Canadian Grand Prix.

I'm in this Facebook group, Formula 1 Aficionados, whose members try to predict the top five places at each F1 race. I picked Max Verstappen, Fernando Alonso, Lewis Hamilton, George Russell and Carlos Sainz. Got 1, 2, 3 and 5 (Charles Leclerc finished 4th) for 68 points, top score for the weekend, and it bumped me to the top score for the season at 309 points out of 44 members.

Top possible scores for one race is 80 points, (for 1-2-3-4-5, or 70 (1-2-3-4), which no one has hit yet. In fact, 68 has been hit only five times and I have two of them.

And yesterday (as I write this), my new phone arrived.

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••• Associate memberships •••

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- Annual dues are \$15.00 both for single memberships and for family memberships (which includes spouse and children age 20 and younger).
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